

AMENDMENTS TO THE CLAIMS

1. (Currently Amended) Process for the operation of a vehicle unit, which consists of a motor vehicle to which a trailer is coupled, ~~wherein~~ the process comprising:

a motor vehicle that is equipped with a plurality of electronic systems for controlling and/or regulating operating conditions of the vehicle unit, the electronic systems including an electronic braking system (EBS), an electronic engine output control system (EMS), an electronic drive-train control system (ASS) and an electronic steering control system (ELS) with ~~characterized in that~~ the operating conditions achieved by the vehicle unit and/or desired by the driver ~~[[are]]~~ being automatically controlled and/or regulated ~~through~~ through the cooperation of at least two of the systems in the group of the electronic braking system (EBS), and/or the electronic engine output control system (EMS), and/or the electronic drive-train control system (ASS) and/or the electronic steering system (ELS).

2. (Currently Amended) Process according to claim 1, ~~characterized in that~~ wherein

when the vehicle unit achieves the operating condition "stop on an incline or a decline", the electronic braking system (EBS) holds the vehicle unit stationary.

3. (Currently Amended) Process according to claim 1 ~~or 2, characterized in that~~ wherein when the vehicle unit achieves the operating condition "stop on an incline", at least one of the electronic engine output control system (EMS) and/or the electronic drive-train control system (ASS) holds the vehicle unit stationary.

4. (Currently Amended) Process according to claim 2, ~~or 3, characterized in that~~ wherein when the operating condition "restart" is desired for the vehicle unit, at least one of the electronic braking system (EBS) and~~[[or]]~~ the electronic drive-train

control system (ASS) cooperates with the electronic engine output control system (EMS) in such ~~away~~ a way that a smooth (jolt-free) movement of the vehicle unit occurs in the direction of travel desired by the driver.

5. (Currently Amended) Process according to ~~one of the claims 1 to 4,~~ characterized in that claim 1, wherein when the operating condition "continuous travel" is desired for the vehicle unit, at least one of the electronic braking system (EBS) and/or the electronic drive-train control system (ASS) ~~cooperates~~ co-operates with the electronic engine output control system (EMS) in such ~~away~~ a way that a vehicle speed desired by the driver is maintained.

6. (Currently Amended) Process according to ~~one of the claims 1 to 5,~~ characterized in that claim 5, wherein when the operating condition "slow travel" is desired for the vehicle unit, the response behaviour of the engine output control system (EMS) is altered in such ~~away~~ a way that, while maintaining the entire range of movement of the accelerator pedal, the amplification is reduced.

7. (Currently Amended) Process according to claim 6, ~~characterized in that~~ wherein the reduction of the amplification occurs step-wise ~~or continuously~~.

8. (Currently Amended) Process according to claim 6, ~~or 7, characterized in that~~ wherein the reduction of the amplification is adjustable by the driver.

9. (Currently Amended) Process according to ~~one of the claims 6 to 8,~~ characterized in that claim 6, wherein when the actuation speed and/or the actuation force of the accelerator pedal exceeds a predetermined level, the reduction of the amplification is cancelled.

10. (Currently Amended) Process according to ~~one of the claims 6 to 9,~~
~~characterized in that~~ claim 6, wherein when a predetermined period of time has
 elapsed since reduction of the amplification, the reduction of the amplification is
 cancelled.

11. (Currently Amended) Process according to ~~one of the claims 1 to 10,~~
~~characterized in that~~ claim 1, wherein when the vehicle unit attains the operating
 condition "spinning of at least one drive wheel", the electronic braking system
 (EBS) and/or at least one of the electronic drive-train control system (ASS) and/or
 the electronic engine output control system (EMS) counteracts the spinning of the
 drive wheel(s) concerned.

12. (Currently Amended) Process according to ~~one of the claims 1 to 11,~~
~~characterized in that~~ claim 1, wherein when the operating condition "reduce speed"
 is desired for the vehicle unit, the retraction of the accelerator pedal of the
 electronic engine output control system (EMS) is evaluated in order to, in the event
 of exceeding or falling below a predetermined level, produce a moment (torque)
 counteracting the propulsion of the vehicle unit via the electronic braking system
 (EBS) and[[/or]] the electronic drive-train control system (ASS).

13. (Currently Amended) Process according to claim 12, ~~characterized in that~~
wherein the level is predetermined as a particular gradient during retraction of the
 accelerator pedal ~~and/or as a particular position of the accelerator pedal.~~

14. (Currently Amended) Process according to claim 12, ~~or 13, characterized in~~
~~that~~ wherein the level is adjustable step-wise and/or continuously by the driver.

15. (Currently Amended) Process according to ~~one of the claims 1 to 14,~~
~~characterized in that,~~ claim 1, wherein when the operating condition "cornering" is

desired for the vehicle unit, the impact of the electronic steering system (ELS) is evaluated in order to, in the event of exceeding or falling below a predetermined level, produce a moment (torque) on at least one wheel of the motor vehicle at an inner side of the curve counteracting the propulsion of the vehicle unit via at least one of the electronic braking system (EBS) and/or the electronic drive-train control system (ASS).

16. (Currently Amended) Process according to ~~one of the claims 1 to 15~~ characterized in that, claim 1, wherein when the operating condition "cornering" is desired for the vehicle unit, the impact of the electronic steering system (ELS) is evaluated in order to, in the event of exceeding or falling below a predetermined level, produce a moment (torque) on at least one wheel of the motor vehicle at an outer side of the curve supporting the propulsion of the vehicle unit via at least one of the electronic braking system (EBS) and/or the electronic drive-train control system (ASS).

17. (Currently Amended) Process according to ~~one of the claims 1 to 16,~~ characterized in that, claim 1, wherein when the operating condition "cornering" is desired for the vehicle unit, the impact of the electronic steering system (ELS) is evaluated in order to, in the event of exceeding or falling below a predetermined level, generate a moment (torque) at the rear wheels of the motor vehicle supporting the cornering travel of the vehicle unit via the electronic steering system (ELS).

18. (Currently Amended) Process according to ~~one of the claims 15 to 17,~~ characterized in that claim 15, wherein the predetermined level is ~~predetermined as~~ at least one of a particular steering angle and/or as a particular vehicle speed.

19. (Currently Amended) Process according to ~~one of the claims 12 to 18,~~ characterized in that claim 15, wherein the level is adjustable step-wise and/or

~~continuously by the driver.~~

20. (Currently Amended) Process according to ~~one of the claims 12 to 19~~ characterized in that, claim 15, wherein when the operating condition "forward travel" is desired for the vehicle unit, a moment (torque) counteracting the propulsion of the vehicle unit is produced on at least one wheel of the trailer at an inner side of the curve via the electronic braking system (EBS).

21. (Currently Amended) Process according to ~~one of the claims 12 to 20,~~ characterized in that, claim 20, wherein when the operating condition "reverse travel" is desired for the vehicle unit, a moment (torque) counteracting the propulsion of the vehicle unit is generated on at least one wheel of the trailer at an outer side of the curve via the electronic braking system (EBS).

22. (Currently Amended) Process according to ~~one the claims 12 to 21,~~ characterized in that, claim 20, wherein when the operating condition "reverse travel" is desired for the vehicle unit, a moment (torque) counteracting the propulsion of the vehicle unit is generated on at least one wheel of the trailer at an inner side of the curve via the electronic braking system (EBS).

23. (Currently Amended) Process according to ~~one of the claims 1 to 22,~~ characterized in that claim 1, wherein the power assistance supplemented by the electronic steering system (ELS) for assisting the driver is adjustable.

24. (Currently Amended) Process according to ~~one of the claims 1 to 23,~~ characterized in that claim 1, wherein the transmission of the electronic steering system (ELS) is adjustable.

25. (Currently Amended) ~~Electronic~~ An electronic system for a ~~motor~~ vehicle;

unit, which consists of a motor vehicle to which a trailer is coupled, the system comprising:

an electronic braking system adapted to be installed upon the motor vehicle;

an electronic engine output control system adapted to be installed upon the motor vehicle;

an electronic drive-train control system adapted to be installed upon the motor vehicle;

and an electronic steering control system adapted to be installed upon the motor vehicle; and

an electronic communication system linking the braking system, engine output control system, electronic drive-train control system and the electronic control system with at least two of the electronic control systems co-operating to automatically control the operating by the vehicle unit and desired by the driver in accordance with a ~~characterized in that the process according to one of the claims 1 to 24~~ that is integrated into the electronic systems as hardware into the electronic system and/or implemented as software.

26. (Cancelled) Electronic system according to claim 25, characterized in that the electronic system is the electronic braking system (EBS).

27. (Cancelled) Electronic system according to claim 25, characterized in that the electronic system is the electronic steering system (ELS).

28. (New) Process according to claim 6, wherein the reduction of the amplification occurs continuously.

29. (New) Process according to claim 12, wherein the level is predetermined as a particular position of the accelerator pedal.

30. (New) Process according to claim 12, wherein the level is adjustable continuously by the driver.

31. (New) Process according to claim 15, wherein the level is adjustable continuously by the driver.

32. (New) An electronic system for a ~~motor~~ vehicle; unit, which consists of a motor vehicle to which a trailer is coupled, the system comprising:

an electronic braking system adapted to be installed upon the motor vehicle;

an electronic engine output control system adapted to be installed upon the motor vehicle;

an electronic drive-train control system adapted to be installed upon the motor vehicle;

and an electronic steering control system adapted to be installed upon the motor vehicle; and

an electronic communication system linking the braking system, engine output control system, electronic drive-train control system and the electronic control system with at least two of the electronic control systems co-operating to automatically control the operating by the vehicle unit and desired by the driver in accordance with a process that is integrated into the electronic systems as software.